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10 September 1963

MEMORANDUM FOR: Assistant Director, OSA
Deputy Assistant Director, OSA

SUBJECT : Summary of OSA Activities for Week Ending
8 September 1963

1. OXCART

a. Engine Problems. Second stage compressor blade tip interference has occurred during abrupt changes in operating conditions. Various blade/shroud clearances combined with different densities of honeycomb in the shroud are being tested in an effort to eliminate the problem.

A combination of 0.080 inch tip clearance with a fine honeycomb shroud has been accepted as an interim solution. Four engines have been modified to this configuration and are being installed on Articles 121 and 122 this week.

Other configurations using the combination of 0.080 inch clearance and coarse honeycomb will be incorporated in other engines. All runs will be evaluated and appropriate engineering changes will be issued for future production and overhauled engines.

b. Flight simulator. It was again recommended that a flight simulator be obtained to supplement the training provided by the dual-place A-12. This simulator should be capable of presenting instrument indications of flight and system conditions throughout the full flight envelope. The simulator should be equipped with operable switches and controls to allow movement by the pilot as the simulated flight conditions dictate. This

Navy has no objection to declassification and release.

25X1

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25X1

training aid would be used to familiarize pilots with normal and emergency procedures on both the OXCART and KEDLOCK programs. The need for such a device was emphasized in the accident report which covered Serial No. 123.

It was further recommended that:

- (1) A full procedural A-12 flight simulator be developed on a priority basis and placed in operation [redacted] at the earliest possible date, and
- (2) The Deputy for Technology, OSA, on a priority basis, arrange for a proposal that will provide for a full procedural flight simulator.

25X1

2. IDEALIST

- a. Correction Concerning Flight Suits. In last week's report a comment in paragraph 3 under OXCART indicated that trouble was experienced with flight suits used in the OXCART flight test program. This should have been attributed to the IDEALIST program instead of the OXCART program.

25X1

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25X1

c. Carrier Operations. Arrangements with Navy for carrier conversion training in T2A aircraft commencing 16 September at NAF Monterey for [redacted] have been completed. Headquarters is reimbursing Navy for an estimated 410 flying hours involved in qualification program. It is expected that a minimum of two, or possibly three, classes will be required approximately one month apart. Present plans call for an arrested landing phase for the first class to be conducted on the USS Lexington off Pensacola, Florida, during the period 21 to 25 October 1963.

LAC has been authorized [redacted] for a thirty-day low-speed wind tunnel study of the new "letter slot" flap arrangement with mechanical spoilers which were proposed by Mr. Johnson. This will provide a sink rate more compatible with carrier operations than that presently available to the U-2. Mr. Johnson is hopeful of cutting as much as 15 knots off the present stall speed and also reducing the landing roll by as much as 30 percent. The second aircraft destined for carrier conversion modification, is due to enter jigs at Burbank on 16 September. Completion of work on the first aircraft has slipped to approximately 1 January 1964, but Lockheed feels that present wind tunnel tests will enable some substitution to occur in the actual flight test phase originally estimated at up to sixty days. Target date for the two-plane capability remains 1 April 1964.

d. Triple Prime Camera. The camera has arrived at Lockheed and its installation will begin immediately with flight testing scheduled for next week.

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Chief, Programs Staff
(Special Activities)

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25X1

PS/OSA [redacted] (10 Sep 63)

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